

# TBEST Results

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**BROWARD COUNTY TRANSIT (BCT)  
FORECAST RIDERSHIP ANALYSIS REPORT  
AUGUST 2013**

Ridership forecasts were prepared using the FDOT-approved transit demand forecasting tool, Transit Boardings Estimation and Simulation Tool (TBEST). TBEST is a comprehensive transit analysis and ridership-forecasting model that is capable of simulating travel demand at the individual route level. The software was designed to provide near- and mid-term forecasts of transit ridership consistent with the needs of transit operational planning and TDP development. In producing model outputs, TBEST also considers the following:

- *Transit network connectivity* – Refers to the level of connectivity between routes within the bus network. The greater the connectivity between bus routes, the more efficient the bus service becomes.
- *Spatial and temporal accessibility* – Refers to service frequency and to distance between stops. The larger the physical distance between potential bus riders and bus stops, the lower the level of service utilization. Similarly, less frequent service is perceived as less reliable and, in turn, utilization decreases.
- *Time-of-day variations* – TBEST accommodates peak-period travel patterns by rewarding peak service periods with greater service utilization forecasts.
- *Route competition and route complementarities* – TBEST accounts for competition between routes. Routes connecting to the same destinations or anchor points, or that travel on common corridors, experience decreases in service utilization. Conversely, routes that are synchronized and support each other in terms of service to major destinations or transfer locations and schedule benefit from that complementary relationship.

The following section outlines the model input and assumptions used, includes a description of the TBEST scenario run performed using the model, and summarizes the ridership forecasts produced by TBEST.

**Model Inputs/Assumptions and Limitations**

TBEST uses various demographic and transit network data as model inputs. The inputs and the assumptions made in modeling the BCT system in TBEST are presented below. The BCT model utilized the recently released TBEST Land Use Model structure. The TBEST Land Use model is supported by parcel-level data developed from the Florida Department of Revenue (DOR) statewide tax database. The DOR parcel data contains land use designations and supporting attributes which allow the application of Institute of Transportation Engineers (ITE) trip generation rates at the parcel level as an indicator of travel activity.

It should be noted, however, that the model is not interactive with roadway network conditions. Therefore, ridership forecasts will not show direct sensitivity to changes in the roadway traffic conditions or speeds.

- Transit Network* – The BCT transit route network was created to reflect 2013 base conditions. The BCT fixed and express bus routes were developed using the TBEST GTFS Network Import tool. The imported routes contain all necessary model input parameters including route alignments for each unique trip path per route and direction, stop locations, stop name and description, service span, headway, and in-vehicle travel time. The imported General Transit Feed Specification (GTFS) routes were in service from January 6, 2013 to May 11, 2013. Community Bus alignments were provided by BCT in shapefile format and routes were input using TBEST network coding tools. Community Bus service characteristics were derived from published schedules and input as part of the network coding process. The Tri-Rail network alignment was also included as part of the BCT network to allow for bus service network accessibility to be calculated for those routes which serve Tri-Rail stations. Tri-Rail ridership forecasts are not included as part of this document. Terminal and transfer station locations were provided by BCT and coded into the TBEST network. BCT also provided observed average daily ridership numbers as input into the TBEST model validation.
- Demographic Data* – The demographics used as the base input for the TBEST model are derived from Census 2010 geography and population characteristics, American Community Survey (ACS) 5-year Estimates (2006-2010), 2011 InfoUSA employment data and 2011 parcel-level land use data from Florida DOR. Using the data inputs above, the model captures market demand (population, demographics, employment and land use characteristics) within ¼ mile of each stop.
- Population and Employment Growth Rates* – TBEST uses a socio-economic data growth function to project population and employment data. A population growth rate and an employment growth rate were calculated using the 2040 transportation analysis zone (TAZ) forecasts developed for the Broward County Long Range Transportation Plan (LRTP). As indicated previously, population and employment data are hard-coded into the model and cannot be modified by end-users. As applied, the growth rates do not reflect fluctuating economic conditions as experienced in real time.
- TBEST Model Limitations* – According to Rule 14-73.001 Florida Administrative Code, TBEST is the FDOT-approved model for transit ridership forecasting as part of TDPs in Florida. It has long been a desire of FDOT to have a standard modeling tool for transit demand that could be standardized across the state similar to the Florida Standard Urban Transportation Model Structure (FSUTMS) model used by MPOs in developing LRTPs. However, while TBEST is an important tool for evaluating improvements to existing and future transit services, model outputs do not account for latent demand for transit that could yield significantly higher ridership, and, correspondingly, model outputs may over-estimate demand in isolated cases. In addition, TBEST cannot display sensitivities to

external factors such as an improved marketing and advertising program, changes in pricing service for customers, and other local conditions.

Although TBEST provides ridership projections at the route and bus stop levels, its strength lies more in its ability to facilitate relative comparisons of ridership productivity. As a result, model outputs are not absolute ridership projections, but rather are comparative for evaluation in actual service implementation decisions. TBEST has generated interest with DOTs in other states and continues to be a work in progress that will become more useful as its capabilities are enhanced in future updates to the model. Consequently, it is important for the transit agency to integrate sound planning judgment and experience when interpreting TBEST results.

**No Service Change Scenario**

Using these inputs, assumptions, and actual ridership data, the TBEST model was validated. Using the validation model as the base model, TBEST ridership forecasts for the TDP planning horizon year, FY 2023, were developed. The generated annual ridership forecasts reflect the estimated level of service utilization if no changes were to be made to any of the fixed-route services.

Table 1 shows the projected number of annual weekday riders by route in 2014 and 2023 as well as ridership growth rates from 2014 to 2023 derived from TBEST. The table also provides sub-totals for fixed route, express, Breeze and community bus. According to TBEST, average weekday ridership is expected to increase 7.7 percent (from 134,012 to 144,273 average daily riders) by 2023. Ridership on all routes is projected to increase. Saturday ridership, as shown in Table 2, increased by 11.4 percent and Sunday ridership, as shown in Table 3, increased by 18.9 percent.

**Table 1 - Weekday Ridership and Growth Rates  
No Change in Service**

Route	Average Weekday Daily Ridership (2014)	Average Weekday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 01	7,563	8,280	717	9.5%
Route 02	6,623	6,922	299	4.5%
Route 04	989	1,080	91	9.2%
Route 05	1,644	1,781	137	8.3%
Route 06	2,154	2,296	142	6.6%
Route 07	4,767	5,293	526	11.0%
Route 09	2,090	2,116	26	1.2%
Route 10	4,102	4,504	402	9.8%
Route 11	3,289	3,443	154	4.7%
Route 12	1,986	2,065	79	4.0%
Route 14	3,903	4,163	260	6.7%

**Table 1 - Weekday Ridership and Growth Rates  
No Change in Service (Continued)**

Route	Average Weekday Daily Ridership (2014)	Average Weekday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 15	169	188	19	11.2%
Route 16	1,052	1,127	75	7.1%
Route 18	14,976	16,032	1,056	7.1%
Route 20	1,210	1,340	130	10.7%
Route 22	4,627	4,645	18	0.4%
Route 23	300	328	28	9.3%
Route 28	4,842	5,344	502	10.4%
Route 30	2,563	2,700	137	5.3%
Route 31	3,859	4,046	187	4.8%
Route 34	3,591	3,932	341	9.5%
Route 36	5,603	5,937	334	6.0%
Route 40	4,088	4,416	328	8.0%
Route 42	2,386	2,600	214	9.0%
Route 48	717	799	82	11.4%
Route 50	4,676	5,184	508	10.9%
Route 55	2,807	3,085	278	9.9%
Route 56 Shuttle	482	523	41	8.5%
Route 60	4,421	4,846	425	9.6%
Route 62	2,336	2,524	188	8.0%
Route 72	8,682	9,483	801	9.2%
Route 81	4,518	4,649	131	2.9%
Route 83	1,297	1,411	114	8.8%
Route 88	964	1,044	80	8.3%
<b>Fixed Route Subtotal</b>	<b>119,276</b>	<b>128,126</b>	<b>8,850</b>	<b>7.4%</b>
<b>Express Routes</b>				
Route 107	190	217	27	14.2%
Route 108	772	892	120	15.5%
Route 109	543	623	80	14.7%
Route 110	188	218	30	16.0%
Route 112	73	85	12	16.4%
Route 114	175	202	27	15.4%
<b>Express Subtotal</b>	<b>1,941</b>	<b>2,237</b>	<b>296</b>	<b>15.2%</b>
<b>Breeze Routes</b>				
Route 101	1,066	1,234	168	15.8%
Route 102	1,055	1,174	119	11.3%
Route 441	2,202	2,404	202	9.2%
<b>Breeze Subtotal</b>	<b>4,323</b>	<b>4,812</b>	<b>489</b>	<b>11.3%</b>

**Table 1 - Weekday Ridership and Growth Rates  
No Change in Service (Continued)**

Route	Average Weekday Daily Ridership (2014)	Average Weekday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Community Bus</b>				
Coconut Creek N	282	299	17	6.0%
Coconut Creek S	298	318	20	6.7%
Coral Springs Blue	139	154	15	10.8%
Coral Springs Green	160	177	17	10.6%
Dania Beach East	126	136	10	7.9%
Dania Beach West	126	136	10	7.9%
Davie Blue	435	442	7	1.6%
Davie Green	127	145	18	14.2%
Davie SFEC	313	337	24	7.7%
Deerfield Beach 1	93	105	12	12.9%
Deerfield Beach 2	202	223	21	10.4%
Ft. Laud TMA	626	659	33	5.3%
Ft. Laud. HACFL	216	223	7	3.2%
Hallandale Beach 1	219	237	18	8.2%
Hallandale Beach 2	256	279	23	9.0%
Hallandale Beach 3	252	274	22	8.7%
Hillsboro Beach	68	75	7	10.3%
Laud. Lakes E/W	232	252	20	8.6%
Laud. Lakes N/S	351	376	25	7.1%
Lauder-by-the-Sea	96	105	9	9.4%
Lauderhill 1	133	143	10	7.5%
Lauderhill 2	113	119	6	5.3%
Lauderhill 3	119	128	9	7.6%
Lauderhill 4	105	114	9	8.6%
Lauderhill 5	131	138	7	5.3%
Lighthouse Point	44	47	3	6.8%
Margate A	70	75	5	7.1%
Margate C	94	103	9	9.6%
Margate D	101	109	8	7.9%
Miramar - Green East	216	236	20	9.3%
Miramar - Red	168	178	10	6.0%
Miramar - Yellow	166	180	14	8.4%
Miramar Green - West	229	252	23	10.0%
Pem. Pines Blue	140	150	10	7.1%
Pem. Pines Gold	411	443	32	7.8%
Pem. Pines Green	259	280	21	8.1%

**Table 1 - Weekday Ridership and Growth Rates  
No Change in Service (Continued)**

Route	Average Weekday Daily Ridership (2014)	Average Weekday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Community Bus</b>				
Plantation	668	688	20	3.0%
Pompano Beach - Blue	170	186	16	9.4%
Pompano Beach Green	124	135	11	8.9%
Pompano Green West	161	181	20	12.4%
Tamarac Red	180	202	22	12.2%
Tamarac Yellow	53	59	6	11.3%
<b>Community Bus Subtotal</b>	<b>8,472</b>	<b>9,098</b>	<b>626</b>	<b>7.4%</b>
<b>System Total</b>	<b>134,012</b>	<b>144,273</b>	<b>10,261</b>	<b>7.7%</b>

**Table 2 - Saturday Ridership and Growth Rates  
No Change in Service**

Route	Average Saturday Daily Ridership (2014)	Average Saturday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 01	5,893	6,683	790	13.4%
Route 02	4,514	4,994	480	10.6%
Route 04	814	904	90	11.1%
Route 05	848	936	88	10.4%
Route 06	1,029	1,154	125	12.1%
Route 07	2,832	3,226	394	13.9%
Route 09	1,117	1,200	83	7.4%
Route 10	2,986	3,382	396	13.3%
Route 11	2,155	2,374	219	10.2%
Route 12	904	978	74	8.2%
Route 14	2,008	2,254	246	12.3%
Route 15	-	-	-	-
Route 16	564	607	43	7.6%
Route 18	10,964	12,142	1,178	10.7%
Route 20	700	813	113	16.1%
Route 22	2,688	2,815	127	4.7%
Route 23	-	-	-	-
Route 28	3,054	3,439	385	12.6%



**Table 2 - Saturday Ridership and Growth Rates  
No Change in Service (Continued)**

Route	Average Saturday Daily Ridership (2014)	Average Saturday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 30	1,560	1,770	210	13.5%
Route 31	1,678	1,826	148	8.8%
Route 34	1,731	1,894	163	9.4%
Route 36	4,569	5,114	545	11.9%
Route 40	2,904	3,285	381	13.1%
Route 42	1,353	1,503	150	11.1%
Route 48	544	608	64	11.8%
Route 50	2,439	2,824	385	15.8%
Route 55	1,275	1,425	150	11.8%
Route 56 Shuttle	-	-	-	-
Route 60	2,523	2,891	368	14.6%
Route 62	1,092	1,207	115	10.5%
Route 72	5,932	6,631	699	11.8%
Route 81	3,096	3,433	337	10.9%
Route 83	602	655	53	8.8%
Route 88	-	-	-	-
<b>Fixed Route Subtotal</b>	<b>74,368</b>	<b>82,967</b>	<b>8,599</b>	<b>11.56%</b>
<b>Express Routes</b>				
Route 107	-	-	-	-
Route 108	-	-	-	-
Route 109	-	-	-	-
Route 110	-	-	-	-
Route 112	-	-	-	-
Route 114	-	-	-	-
<b>Express Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Breeze Routes</b>				
Route 101	-	-	-	-
Route 102	-	-	-	-
Route 441	-	-	-	-
<b>Breeze Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Community Bus</b>				
Coconut Creek N	116	118	2	1.7%
Coconut Creek S	198	206	8	4.0%
Coral Springs Blue	138	152	14	10.1%
Coral Springs Green	112	122	10	8.9%
Dania Beach East	115	123	8	7.0%
Dania Beach West	120	129	9	7.5%

**Table 2 - Saturday Ridership and Growth Rates  
No Change in Service (Continued)**

Route	Average Saturday Daily Ridership (2014)	Average Saturday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Davie Blue	221	232	11	5.0%
Davie Green	84	92	8	9.5%
Davie SFEC	-	-	-	-
Deerfield Beach 1	-	-	-	-
Deerfield Beach 2	-	-	-	-
Ft. Laud TMA	914	1005	91	10.0%
Ft. Laud. HACFL	-	-	-	-
Hallendale Beach 1	227	242	15	6.6%
Hallendale Beach 2	247	267	20	8.1%
Hallendale Beach 3	120	130	10	8.3%
Hillsboro Beach	63	70	7	11.1%
Laud. Lakes E/W	-	-	-	-
Laud. Lakes N/S	-	-	0	-
Lauder-by-the-Sea	61	67	6	9.8%
Lauderhill 1	-	-	-	-
Lauderhill 2	-	-	-	-
Lauderhill 3	-	-	-	-
Lauderhill 4	-	-	-	-
Lauderhill 5	-	-	-	-
Lighthouse Point	-	-	-	-
Margate A	-	-	-	-
Margate C	-	-	-	-
Margate D	-	-	-	-
Miramar - Green East	-	-	-	-
Miramar - Red	-	-	-	-
Miramar - Yellow	-	-	-	-
Miramar Green - West	-	-	-	-
Pem. Pines Blue	-	-	-	-
Pem. Pines Gold	-	-	-	-
Pem. Pines Green	-	-	-	-
Plantation	189	201	12	6.3%
Pompano Beach - Blue	-	-	-	-
Pompano Beach Green	-	-	-	-
Pompano Green West	-	-	-	-
Tamarac Red	-	-	-	-
Tamarac Yellow	-	-	-	-
<b>Community Bus Subtotal</b>	<b>2,925</b>	<b>3,156</b>	<b>231</b>	<b>7.90%</b>
<b>System Total</b>	<b>77,293</b>	<b>86,123</b>	<b>8,830</b>	<b>11.4%</b>

**Table 3 - Sunday Ridership and Growth Rates  
No Change in Service**

Route	Average Sunday Daily Ridership (2014)	Average Sunday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 01	3,662	4,382	720	19.7%
Route 02	1,939	2,296	357	18.4%
Route 04	563	663	100	17.8%
Route 05	497	584	87	17.5%
Route 06	543	659	116	21.4%
Route 07	1,484	1,750	266	17.9%
Route 09	629	738	109	17.3%
Route 10	1,466	1,756	290	19.8%
Route 11	1,339	1,578	239	17.8%
Route 12	446	521	75	16.8%
Route 14	807	968	161	20.0%
Route 15	-	-	-	-
Route 16	-	-	-	-
Route 18	5,937	7,027	1,090	18.4%
Route 20	329	405	76	23.1%
Route 22	1,513	1,809	296	19.6%
Route 23	-	-	-	-
Route 28	1,392	1,645	253	18.2%
Route 30	622	748	126	20.3%
Route 31	806	955	149	18.5%
Route 34	798	904	106	13.3%
Route 36	2,540	3,080	540	21.3%
Route 40	1,537	1,854	317	20.6%
Route 42	668	787	119	17.8%
Route 48	-	-	-	-
Route 50	1,336	1,632	296	22.2%
Route 55	575	677	102	17.7%
Route 56w	-	-	-	-
Route 60	1,066	1,302	236	22.1%
Route 62	626	723	97	15.5%
Route 72	2,830	3,336	506	17.9%
Route 81	1,330	1,598	268	20.2%
Route 83	307	344	37	12.1%
Route 88	-	-	-	-
<b>Fixed Route Subtotal</b>	<b>37,587</b>	<b>44,721</b>	<b>7,134</b>	<b>19.0%</b>

**Table 3 - Sunday Ridership and Growth Rates  
No Change in Service (Continued)**

Route	Average Sunday Daily Ridership (2014)	Average Sunday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Express Routes</b>				
Route 107	-	-	-	-
Route 108	-	-	-	-
Route 109	-	-	-	-
Route 110	-	-	-	-
Route 112	-	-	-	-
Route 114	-	-	-	-
<b>Express Subtotal</b>	-	-	-	-
<b>Breeze Routes</b>				
Route 101	-	-	-	-
Route 102	-	-	-	-
Route 441	-	-	-	-
<b>Breeze Subtotal</b>	-	-	-	-
<b>Community Bus</b>				
Coconut Creek N	-	-	-	-
Coconut Creek S	-	-	-	-
Coral Springs Blue	70	81	11	15.7%
Coral Springs Green	60	68	8	13.3%
Dania Beach East	-	-	-	-
Dania Beach West	-	-	-	-
Davie Blue	-	-	-	-
Davie Green	-	-	-	-
Davie SFEC	-	-	-	-
Deerfield Beach 1	-	-	-	-
Deerfield Beach 2	-	-	-	-
Ft. Laud TMA	724	861	137	18.9%
Ft. Laud. HACFL	-	-	-	-
Hallendale Beach 1	-	-	-	-
Hallendale Beach 2	-	-	-	-
Hallendale Beach 3	-	-	-	-
Hillsboro Beach	-	-	-	-
Laud. Lakes E/W	-	-	-	-
Laud. Lakes N/S	-	-	-	-
Lauder-by-the-Sea	72	79	7	9.7%
Lauderhill 1	-	-	-	-
Lauderhill 2	-	-	-	-
Lauderhill 3	-	-	-	-

**Table 3 - Sunday Ridership and Growth Rates  
No Change in Service (Continued)**

Route	Average Sunday Daily Ridership (2014)	Average Sunday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Community Bus</b>				
Lauderhill 4	-	-	-	-
Lauderhill 5	-	-	-	-
Lighthouse Point	-	-	-	-
Margate A	-	-	-	-
Margate C	-	-	-	-
Margate D	-	-	-	-
Miramar - Green East	-	-	-	-
Miramar - Red	-	-	-	-
Miramar - Yellow	-	-	-	-
Miramar Green - West	-	-	-	-
Pem. Pines Blue	-	-	-	-
Pem. Pines Gold	-	-	-	-
Pem. Pines Green	-	-	-	-
Plantation	-	-	-	-
Pompano Beach - Blue	-	-	-	-
Pompano Beach Green	-	-	-	-
Pompano Green West	-	-	-	-
Tamarac Red	-	-	-	-
Tamarac Yellow	-	-	-	-
<b>Community Bus Subtotal</b>	<b>926</b>	<b>1,089</b>	<b>163</b>	<b>17.6%</b>
<b>System Total</b>	<b>38,513</b>	<b>45,810</b>	<b>7,297</b>	<b>18.9%</b>

**Service Change Scenario**

Ridership was also projected for service improvements which will be incrementally implemented between 2014 and 2023. The improvements were derived from the BCT service plan and input into TBEST. The 2023 TBEST service changes include the following:

- Added The Wave streetcar service
- Added eight new premium transit rapid routes with 15-minute headways and limited stops (Breeze routes were removed)
- Added eleven local bus routes
- Added one express route
- Realigned service on I-95 Express routes to access the Miami Intermodal Center (MIC) and Brickell Financial District
- Realigned Routes 9, 14, 60, 62, and 81

- Extended Routes 12, 11, 42, 48, and 55
- Headway changes on Routes 1, 2, 7, 10, 12, 14, 16, 18, 20, 28, 30, 31, 34, 36, 40, 42, 48, 50, 55, 60, 72, 81, 83, 88, and 95x

The results from running TBEST indicate that by implementing BCT’s service changes that the system would see an increase in ridership between 2014 and 2023 of 71.5 percent during the week. Ridership would increase by 47.7 percent on Saturdays and 55.7 percent on Sundays.

Table 4 shows the projected number annual weekday riders by route in 2014 and 2023 as well as ridership growth rates from 2014 to 2023 derived from TBEST. The 2023 results represent the implementation the planned BCT service changes. The table also provides sub-totals for fixed route, new fixed routes, express, rapid, premium transit and community bus. Saturday and Sunday results are in Tables 5 and 6, respectively.

**Table 4 - Weekday Ridership and Growth Rates  
Service Improvements Implemented**

Route	Average Weekday Daily Ridership (2014)	Average Weekday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 01	7,563	7,328	-235	-3.1%
Route 02	6,623	5,797	-826	-12.5%
Route 04	989	1,122	133	13.4%
Route 05	1,644	1,991	347	21.1%
Route 06	2,154	2,313	159	7.4%
Route 07	4,767	5,177	410	8.6%
Route 09	2,090	1,942	-148	-7.1%
Route 10	4,102	5,868	1,766	43.1%
Route 11	3,289	2,278	-1,011	-30.7%
Route 12	1,986	1,017	-969	-48.8%
Route 14	3,903	6,271	2,368	60.7%
Route 15	169	220	51	30.2%
Route 16	1,052	1,308	256	24.3%
Route 18	14,976	26,250	11,274	75.3%
Route 20	1,210	1,621	411	34.0%
Route 22	4,627	4,732	105	2.3%
Route 23	300	411	111	37.0%
Route 28	4,842	6,669	1,827	37.7%
Route 30	2,563	3,292	729	28.4%
Route 31	3,859	4,570	711	18.4%
Route 34	3,591	5,683	2,092	58.3%
Route 36	5,603	4,323	-1,280	-22.8%
Route 40	4,088	5,918	1,830	44.8%
Route 42	2,386	3,154	768	32.2%

**Table 4 - Weekday Ridership and Growth Rates  
Service Improvements Implemented (Continued)**

Route	Average Weekday Daily Ridership (2014)	Average Weekday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 48	717	1,101	384	53.6%
Route 50	4,676	7,581	2,905	62.1%
Route 55	2,807	4,621	1,814	64.6%
Route 56 Shuttle	482	559	77	16.0%
Route 60	4,421	7,149	2,728	61.7%
Route 62	2,336	2,743	407	17.4%
Route 72	8,682	9,918	1,236	14.2%
Route 81	4,518	4,260	-258	-5.7%
Route 83	1,297	1,591	294	22.7%
Route 88	964	1,132	168	17.4%
<b>Fixed Route Subtotal</b>	<b>119,276</b>	<b>149,910</b>	<b>30,634</b>	<b>25.7%</b>
<b>New Fixed Routes</b>				
11W	-	2,570	2,570	100.0%
Local-McNabb	-	1,034	1,034	100.0%
Local-Nob Hill	-	1,119	1,119	100.0%
Local-Rock Island Rd.	-	1,021	1,021	100.0%
OutYear-DGL	-	971	971	100.0%
OutYear-FLM	-	833	833	100.0%
OutYear-GRF	-	477	477	100.0%
OutYear-Johnson	-	1,984	1,984	100.0%
OutYear-PLM	-	853	853	100.0%
OutYear-Taft	-	845	845	100.0%
OutYear-WLS	-	524	524	100.0%
<b>New Fixed Route Subtotal</b>	<b>0</b>	<b>12,231</b>	<b>12,231</b>	<b>100.0%</b>
<b>Premium Routes</b>				
The Wave	-	3,597	3,597	100.0%
<b>Premium Routes Subtotal</b>	<b>0</b>	<b>3,597</b>	<b>3,597</b>	<b>100.0%</b>
<b>Express Routes</b>				
Route 107	190	371	181	95.3%
Route 108	772	895	123	15.9%
Route 109	543	637	94	17.3%
Route 110	188	226	38	20.2%
Route 112	73	94	21	28.8%
Route 114	175	202	27	15.4%
I-75 Express	-	57	57	100.0%
<b>Express Subtotal</b>	<b>1,941</b>	<b>2,482</b>	<b>541</b>	<b>27.9%</b>

**Table 4 - Weekday Ridership and Growth Rates  
Service Improvements Implemented (Continued)**

Route	Average Weekday Daily Ridership (2014)	Average Weekday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Rapid Routes</b>				
1R	-	7,909	7,909	100.0%
2R	-	3,308	3,308	100.0%
7R	-	3,513	3,513	100.0%
18R	-	16,992	16,992	100.0%
22R	-	3,496	3,496	100.0%
34R	-	1,930	1,930	100.0%
36R	-	4,090	4,090	100.0%
72R	-	4,688	4,688	100.0%
<b>Rapid Subtotal</b>	<b>0</b>	<b>45,926</b>	<b>45,926</b>	<b>100.0%</b>
<b>Community Bus</b>				
Coconut Creek N	282	364	82	29.1%
Coconut Creek S	298	349	51	17.1%
Coral Springs Blue	139	162	23	16.5%
Coral Springs Green	160	230	70	43.8%
Dania Beach East	126	139	13	10.3%
Dania Beach West	126	135	9	7.1%
Davie Blue	435	540	108	24.1%
Davie Green	127	256	129	101.6%
Davie SFEC	313	436	123	39.3%
Deerfield Beach 1	93	111	18	19.4%
Deerfield Beach 2	202	237	35	17.3%
Ft. Laud. - Convention Connection	137	155	18	13.4%
Ft. Laud. - Downtown Loop	224	232	8	3.6%
Ft. Laud. - Galt Ocean Mile	54	59	5	9.2%
Ft. Laud. - Las Olas/Beaches	211	229	18	8.5%
Ft. Laud. - Neighborhood Link	216	68	-148	-68.5%
Hallandale Beach 1	219	245	26	11.9%
Hallandale Beach 2	256	293	37	14.5%
Hallandale Beach 3	252	295	43	17.1%
Hillsboro Beach	68	75	7	10.3%
Laud. Lakes E/W	232	306	74	31.9%
Laud. Lakes N/S	351	369	18	5.1%
Lauder-by-the-Sea	96	104	8	8.3%
Lauderhill 1	133	150	17	12.8%
Lauderhill 2	113	138	25	22.1%
Lauderhill 3	119	152	33	27.7%
Lauderhill 4	105	123	18	17.1%
Lauderhill 5	131	144	13	9.9%
Lighthouse Point	44	49	5	11.4%



**Table 4 - Weekday Ridership and Growth Rates  
Service Improvements Implemented (Continued)**

Route	Average Weekday Daily Ridership (2014)	Average Weekday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Community Bus</b>				
Margate A	70	85	15	21.4%
Margate C	94	112	18	19.1%
Margate D	101	122	21	20.8%
Miramar - Green East	216	259	43	19.9%
Miramar - Red	168	223	55	32.7%
Miramar - Yellow	166	198	32	19.3%
Miramar Green - West	229	264	35	15.3%
Pem. Pines Blue	140	197	57	40.7%
Pem. Pines Gold	411	522	111	27.0%
Pem. Pines Green	259	312	53	20.5%
Plantation	668	730	62	9.3%
Pompano Beach - Blue	170	188	18	10.6%
Pompano Beach Green	124	137	13	10.5%
Pompano Green West	161	188	27	16.8%
Tamarac Red	180	235	55	30.6%
Tamarac Yellow	53	62	9	17.0%
<b>Community Bus Subtotal</b>	<b>8,473</b>	<b>9,980</b>	<b>1,510</b>	<b>17.8%</b>
<b>System Total</b>	<b>129,690</b>	<b>222,369</b>	<b>92,682</b>	<b>71.5%</b>

**Table 5 - Saturday Ridership and Growth Rates  
Service Improvements Implemented**

Route	Average Saturday Daily Ridership (2014)	Average Saturday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 01	5,893	8,462	2,569	43.6%
Route 02	4,514	5,174	660	14.6%
Route 04	814	914	100	12.3%
Route 05	848	1,013	165	19.5%
Route 06	1,029	1,186	157	15.3%
Route 07	2,832	3,361	529	18.7%
Route 09	1,117	1,416	299	26.8%
Route 10	2,986	3,361	375	12.6%
Route 11	2,155	1,812	-343	-15.9%
Route 12	904	502	-402	-44.5%
Route 14	2,008	3,271	1,263	62.9%
Route 15	-	-	-	-

**Table 5 - Saturday Ridership and Growth Rates  
Service Improvements Implemented (Continued)**

Route	Average Saturday Daily Ridership (2014)	Average Saturday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 16	564	670	106	18.8%
Route 18	10,964	18,304	7,340	66.9%
Route 20	700	983	283	40.4%
Route 22	2,688	2,710	22	0.8%
Route 23	-	-	-	-
Route 28	3,054	3,482	428	14.0%
Route 30	1,560	1,826	266	17.1%
Route 31	1,678	1,844	166	9.9%
Route 34	1,731	2,023	292	16.9%
Route 36	4,569	7,028	2,459	53.8%
Route 40	2,904	3,337	433	14.9%
Route 42	1,353	1,880	527	39.0%
Route 48	544	754	210	38.6%
Route 50	2,439	4,421	1,982	81.3%
Route 55	1,275	1,699	424	33.3%
Route 56 Shuttle	-	-	-	-
Route 60	2,523	2,915	392	15.5%
Route 62	1,092	1,462	370	33.9%
Route 72	5,932	10,448	4,516	76.1%
Route 81	3,096	3,230	134	4.3%
Route 83	602	692	90	15.0%
Route 88	-	-	-	-
<b>Fixed Route Subtotal</b>	<b>74,368</b>	<b>100,180</b>	<b>25,812</b>	<b>34.7%</b>
<b>New Fixed Routes</b>				
11W	-	1,665	1,665	100.0%
Local-McNabb	-	744	744	100.0%
Local-Nob Hill	-	765	765	100.0%
Local-Rock Island Rd.	-	734	734	100.0%
OutYear-DGL	-	527	527	100.0%
OutYear-FLM	-	469	469	100.0%
OutYear-GRF	-	359	359	100.0%
OutYear-Johnson	-	1,501	1,501	100.0%
OutYear-PLM	-	360	360	100.0%
OutYear-Taft	-	418	418	100.0%
OutYear-WLS	-	476	476	100.0%
<b>New Fixed Route Subtotal</b>	<b>0</b>	<b>8,018</b>	<b>8,018</b>	<b>100.0%</b>

**Table 5 - Saturday Ridership and Growth Rates  
Service Improvements Implemented (Continued)**

Route	Average Saturday Daily Ridership (2014)	Average Saturday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Premium Routes</b>				
The Wave	-	2,677	2677	100.0%
<b>Premium Routes Subtotal</b>	<b>0</b>	<b>2,677</b>	<b>2,677</b>	<b>100.0%</b>
<b>Express Routes</b>				
Route 107	-	-	-	-
Route 108	-	-	-	-
Route 109	-	-	-	-
Route 110	-	-	-	-
Route 112	-	-	-	-
Route 114	-	-	-	-
I-75 Express	-	-	-	-
<b>Express Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Rapid Routes</b>				
1R	-	-	-	-
2R	-	-	-	-
7R	-	-	-	-
18R	-	-	-	-
22R	-	-	-	-
34R	-	-	-	-
36R	-	-	-	-
72R	-	-	-	-
<b>Rapid Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Community Bus</b>				
Coconut Creek N	116	129	13	11.2%
Coconut Creek S	198	209	11	5.6%
Coral Springs Blue	138	151	13	9.4%
Coral Springs Green	112	160	48	42.9%
Dania Beach East	115	124	9	7.8%
Dania Beach West	120	133	13	10.8%
Davie Blue	221	240	19	8.6%
Davie Green	84	159	75	89.3%
Davie SFEC	-	-	-	-
Deerfield Beach 1	-	-	-	-
Deerfield Beach 2	-	-	-	-
Ft. Laud. - Convention Connection	468	519	51	10.8%
Ft. Laud. - Downtown Loop	-	-	-	-
Ft. Laud. - Galt Ocean Mile	-	-	-	-
Ft. Laud. - Las Olas/Beaches	446	512	66	14.8%
Ft. Laud. - Neighborhood Link	-	-	-	-

**Table 5 - Saturday Ridership and Growth Rates  
Service Improvements Implemented (Continued)**

Route	Average Saturday Daily Ridership (2014)	Average Saturday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Community Bus</b>				
Hallandale Beach 1	227	242	15	6.6%
Hallandale Beach 2	247	267	20	8.1%
Hallandale Beach 3	120	130	10	8.3%
Hillsboro Beach	63	69	6	9.5%
Laud. Lakes E/W	-	-	-	-
Laud. Lakes N/S	-	-	-	-
Lauder-by-the-Sea	61	66	5	8.2%
Lauderhill 1	-	-	-	-
Lauderhill 2	-	-	-	-
Lauderhill 3	-	-	-	-
Lauderhill 4	-	-	-	-
Lauderhill 5	-	-	-	-
Lighthouse Point	-	-	-	-
Margate A	-	-	-	-
Margate C	-	-	-	-
Margate D	-	-	-	-
Miramar - Green East	-	-	-	-
Miramar - Red	-	-	-	-
Miramar - Yellow	-	-	-	-
Miramar Green - West	-	-	-	-
Pem. Pines Blue	-	-	-	-
Pem. Pines Gold	-	-	-	-
Pem. Pines Green	-	-	-	-
Plantation	189	205	16	8.5%
Pompano Beach - Blue	-	-	-	-
Pompano Beach Green	-	-	-	-
Pompano Green West	-	-	-	-
Tamarac Red	-	-	-	-
Tamarac Yellow	-	-	-	-
<b>Community Bus Subtotal</b>	<b>2,925</b>	<b>3,315</b>	<b>390</b>	<b>13.3%</b>
<b>System Total</b>	<b>77,293</b>	<b>114,190</b>	<b>36,897</b>	<b>47.7%</b>

**Table 6 - Sunday Ridership and Growth Rates  
Service Improvements Implemented**

Route	Average Sunday Daily Ridership (2014)	Average Sunday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Fixed Routes</b>				
Route 01	3,662	5,733	2,071	56.6%
Route 02	1,939	2,379	440	22.7%
Route 04	563	688	125	22.2%
Route 05	497	628	131	26.4%
Route 06	543	686	143	26.3%
Route 07	1,484	1,842	358	24.1%
Route 09	629	686	57	9.1%
Route 10	1,466	1,766	300	20.5%
Route 11	1,339	1,166	-173	-12.9%
Route 12	446	274	-172	-38.6%
Route 14	807	960	153	19.0%
Route 15	-	-	-	-
Route 16	-	-	-	-
Route 18	5,937	11,183	5,246	88.4%
Route 20	329	471	142	43.2%
Route 22	1,513	1,910	397	26.2%
Route 23	-	-	-	-
Route 28	1,392	1,677	285	20.5%
Route 30	622	777	155	24.9%
Route 31	806	966	160	19.9%
Route 34	798	923	125	15.7%
Route 36	2,540	3,148	608	23.9%
Route 40	1,537	1,887	350	22.8%
Route 42	668	1,010	342	51.2%
Route 48	-	-	-	-
Route 50	1,336	1,672	336	25.1%
Route 55	575	787	212	36.9%
Route 56 Shuttle	-	-	-	-
Route 60	1,066	1,311	245	23.0%
Route 62	626	801	175	28.0%
Route 72	2,830	6,240	3,410	120.5%
Route 81	1,330	1,388	58	4.4%
Route 83	307	352	45	14.7%
Route 88	-	-	-	-
<b>Fixed Route Subtotal</b>	<b>37,587</b>	<b>53,311</b>	<b>15,724</b>	<b>41.8%</b>

**Table 6 - Sunday Ridership and Growth Rates  
Service Improvements Implemented (Continued)**

Route	Average Sunday Daily Ridership (2014)	Average Sunday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>New Fixed Routes</b>				
11W	-	1,139	1,139	100.0%
Local-McNabb	-	320	320	100.0%
Local-Nob Hill	-	327	327	100.0%
Local-Rock Island Rd.	-	318	318	100.0%
OutYear-DGL	-	196	196	100.0%
OutYear-FLM	-	200	200	100.0%
OutYear-GRF	-	124	124	100.0%
OutYear-Johnson	-	720	720	100.0%
OutYear-PLM	-	157	157	100.0%
OutYear-Taft	-	194	194	100.0%
OutYear-WLS	-	176	176	100.0%
<b>New Fixed Route Subtotal</b>	<b>0</b>	<b>3,871</b>	<b>3,871</b>	<b>100.0%</b>
<b>Premium Routes</b>				
The Wave	-	1,639	1,639	100.0%
<b>Premium Routes Subtotal</b>	<b>0</b>	<b>1,639</b>	<b>1,639</b>	<b>100.0%</b>
<b>Express Routes</b>				
Route 107	-	-	-	-
Route 108	-	-	-	-
Route 109	-	-	-	-
Route 110	-	-	-	-
Route 112	-	-	-	-
Route 114	-	-	-	-
I-75 Express	-	-	-	-
<b>Express Routes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Rapid Routes</b>				
1R	-	-	-	-
2R	-	-	-	-
7R	-	-	-	-
18R	-	-	-	-
22R	-	-	-	-
34R	-	-	-	-
36R	-	-	-	-
72R	-	-	-	-
<b>Rapid Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>

**Table 6 - Sunday Ridership and Growth Rates  
Service Improvements Implemented (Continued)**

Route	Average Sunday Daily Ridership (2014)	Average Sunday Daily Ridership (2023)	Absolute Change (2014-2023)	Growth Rate (2014-2023)
<b>Community Bus</b>				
Coconut Creek N	-	-	-	-
Coconut Creek S	-	-	-	-
Coral Springs Blue	70	80	10	14.3%
Coral Springs Green	60	76	16	26.7%
Dania Beach East	-	-	-	-
Dania Beach West	-	-	-	-
Davie Blue	-	-	-	-
Davie Green	-	-	-	-
Davie SFEC	-	-	-	-
Deerfield Beach 1	-	-	-	-
Deerfield Beach 2	-	-	-	-
Ft. Laud. - Convention Connection	345	407	62	18.0%
Ft. Laud. - Downtown Loop	-	-	-	-
Ft. Laud. - Galt Ocean Mile	-	-	-	-
Ft. Laud. - Las Olas/Beaches	379	494	116	30.5%
Ft. Laud. - Neighborhood Link	-	-	-	-
Hallandale Beach 1	-	-	-	-
Hallandale Beach 2	-	-	-	-
Hallandale Beach 3	-	-	-	-
Hillsboro Beach	-	-	-	-
Laud. Lakes E/W	-	-	-	-
Laud. Lakes N/S	-	-	-	-
Lauder-by-the-Sea	72	78	6	8.3%
Lauderhill 1	-	-	-	-
Lauderhill 2	-	-	-	-
Lauderhill 3	-	-	-	-
Lauderhill 4	-	-	-	-
Lauderhill 5	-	-	-	-
Lighthouse Point	-	-	-	-
Margate A	-	-	-	-
Margate C	-	-	-	-
Margate D	-	-	-	-
Miramar - Green East	-	-	-	-
Miramar - Red	-	-	-	-
Miramar - Yellow	-	-	-	-
Miramar Green - West	-	-	-	-

**Table 6 - Sunday Ridership and Growth Rates  
Service Improvements Implemented (Continued)**

<b>Route</b>	<b>Average Sunday Daily Ridership (2014)</b>	<b>Average Sunday Daily Ridership (2023)</b>	<b>Absolute Change (2014-2023)</b>	<b>Growth Rate (2014-2023)</b>
<b>Community Bus</b>				
Pem. Pines Blue	-	-	-	-
Pem. Pines Gold	-	-	-	-
Pem. Pines Green	-	-	-	-
Plantation	-	-	-	-
Pompano Beach - Blue	-	-	-	-
Pompano Beach Green	-	-	-	-
Pompano Green West	-	-	-	-
Tamarac Red	-	-	-	-
Tamarac Yellow	-	-	-	-
<b>Community Bus Subtotal</b>	<b>926</b>	<b>1,136</b>	<b>210</b>	<b>22.6%</b>
<b>System Total</b>	<b>38,513</b>	<b>59,957</b>	<b>21,444</b>	<b>55.7%</b>